

GRAND AVENUE NORTHWEST CORRIDOR STUDY

QUESTIONNAIRE TO DETERMINE DEGREE OF SUPPORT

The following is a list of preliminary conclusions prepared by the consultant team. These conclusions were derived from the information contained in the eight working papers, the responses received to date from the stakeholders and public, and the consultant analyses of the options. Particular attention was given to selecting actions which are consistent and avoiding those that are contradictory.

	Strongly Support	Somewhat Support	Neutral	Somewhat Not Support	Strongly Not Support
Grand Avenue					
1. The ultimate concept for Grand Avenue is an enhanced arterial/limited expressway.					
2. It is a regional road that serves through traffic and city arterial traffic.					
3. The emphasis for Grand Avenue is on the movement of motorized vehicles and, therefore, not on pedestrians, bicycles, or local transit if it hinders traffic.					
4. Full access control and removal of all signals would have major cost and land use impacts that do not appear acceptable to the communities.					
5. Other options from Working Paper #8: _____ _____					
Basic Highway Features for Grand Avenue					
6. Widen to six lanes and upgrade drainage system.					
7. Add turn lanes at selected intersections (dual lefts, right-turn lanes).					
8. Extend ITS Smart Corridor including signal coordination and traffic monitoring.					
9. Conduct signal timing study.					
10. Evaluate RR crossings for safety and ADA compliance.					
11. Landscaping provided by local governments in cooperation with ADOT.					

	Strongly Support	Somewhat Support	Neutral	Somewhat Not Support	Strongly Not Support
12. Street lighting provided by local governments in cooperation with ADOT.					
13. Evaluate signage designed for elderly drivers and coordinated with local jurisdictions based upon state and national research.					
14. Place guardrail or barrier along drainage channel that is adjacent to travel lanes on Grand Avenue.					
15. Support construction of SR 303L and the arterial grid to divert traffic from Grand Avenue.					
16. Other options from Working Paper #8: _____					
Transit Improvements					
17. Encourage creation of a regional funding source, enabling implementation of a multi-jurisdictional transit system in the Northwest Valley.					
18. Develop an integrated Dial-A-Ride system covering Northwest Valley communities.					
19. Extend metropolitan transit system along arterials in corridor area in accordance with a master plan for bus service to be developed at a future date.					
20. Develop Park-and-Ride lots in accordance with MAG plan.					
21. If express bus service is extended into the corridor area, express buses can operate on Grand Avenue in mixed use travel lanes.					
22. Study innovative approaches to serving seniors and persons with disabilities.					
23. Monitor the MAG High Capacity Transit Study and its potential impact on the corridor area.					
24. With the emphasis on the movement of motorized vehicles on Grand Avenue, local bus service on Grand Avenue should not be a priority to avoid hindering traffic.					
25. Bus stops on Grand should be restricted to locations with safe pedestrian access to and from adjacent communities. Stops should have bus bays where feasible and connect to pedestrian walkways from adjacent neighborhoods.					

	Strongly Support	Somewhat Support	Neutral	Somewhat Not Support	Strongly Not Support
26. Other options from Working Paper #8: _____					
Pedestrian Improvements					
27. With the emphasis on the movement of motorized vehicles on Grand Avenue, pedestrian movements along or across Grand Avenue should not be a priority to avoid the creation of safety conflicts.					
28. If new grade separations are constructed along Grand Avenue, pedestrian travel across Grand should be considered in the design of the grade separations.					
29. All new street improvements should meet ADA requirements for pedestrian travel.					
30. Local governments should develop specific plans for connecting the residential areas to the regional trail systems being developed such as the West Valley non-motorized transportation and recreation corridor along the New River and Agua Fria River. These connections should not be along Grand Avenue.					
31. Within cities and neighborhoods away from Grand Avenue, local governments should look for ways to enhance pedestrian travel such as reducing length of crosswalks, separating sidewalks from the street curb, and providing shade for walkways.					
32. Local governments should revise land development standards to enhance pedestrian movements within activity centers.					
33. Other options from Working Paper #8: _____					
Bicycle Improvements					
34. With the emphasis on the movement of motorized vehicles on Grand Avenue, bicycle movements along or across Grand Avenue should not be a priority to avoid the creation of safety conflicts.					

	Strongly Support	Somewhat Support	Neutral	Somewhat Not Support	Strongly Not Support
35. Bicycle movements along Grand Avenue may be accommodated on shoulders or wider outside travel lanes through the share-the-road concept.					
36. If new grade separations are constructed along Grand Avenue, bicycle travel across Grand should be considered in the design of the grade separations.					
37. Encourage the development of the West Valley non-motorized transportation and recreation corridor.					
38. Local governments should develop specific plans for connecting the residential areas to the regional trail systems being developed such as the West Valley non-motorized transportation and recreation corridor along the New River and Agua Fria River. These connections should not be along Grand Avenue.					
39. Other options from Working Paper #8: _____					
Electric Cart Improvements					
40. Consider the needs of cart travel in the design of new routes and grade separations.					
41. Local governments should conduct a follow-up specific study to develop recommendations for signage, lane markings, and site development standards to accommodate cart needs.					
42. Retain existing laws that prohibit golf carts on streets with speed limits greater than 35 mph, including Grand Avenue.					
43. Other options from Working Paper #8: _____					
Longer-Term Potential Grade Separations					
The following potential grade separations or interchanges have merit but need more detailed engineering, cost analyses, and impact assessment. Each one is expected to require the removal of existing businesses and in some cases residential units. Some traffic signals along Grand Avenue that were placed to serve retail centers may have to be removed.					

	Strongly Support	Somewhat Support	Neutral	Somewhat Not Support	Strongly Not Support
44. Grade separation interchange at Grand and Bell. This is the busiest intersection and the first priority for a grade separation to relieve congestion.					
45. Extension of El Mirage Road from Thompson Ranch Road to Olive, with a grade separation interchange at Grand Avenue. This proposed roadway would be part of the city/county road system and local governments should take the lead in implementation.					
46. Meeker/Reems grade separation interchange or emergency access grade separation to Del E. Webb Hospital. This facility would primarily benefit local community travel so local funding participation would be required.					
47. 103 rd Avenue grade separation. This facility would provide a linkage between north and south Sun City for motorized and non-motorized travel. It would almost exclusively benefit local community travel so local funding would be required.					
48. Other options from Working Paper #8: _____					
Overall Recommendations (Please give your evaluation of the overall package of improvements presented)					

Name: _____

Title/Organization: _____

Address*: _____

Phone Number: _____

E-Mail Address: _____

*Please print your address clearly with zip code if you want to be included on the project mailing list.

— **THANK YOU FOR YOUR TIME** —

Please mail the completed questionnaire to:

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Or FAX to:

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Attention Dave French

Comments may be E-Mailed to
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